

personnel have access to this information in one document. In gathering all relevant material into one document, the consequent size of the proposed AC is necessarily large; for this reason, the informal title of "The Propulsion Mega AC" is used throughout the document to distinguish it from others that are referenced.

Issued in Renton, Washington, on September 23, 1999.

**D. L. Riggan,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 99-25456 Filed 9-29-99; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Proposed Advisory Circular 25.XX, Airworthiness Criteria for the Installation Approval of a Terrain Awareness and Warning System (TAWS) Approved Under Technical Standard Order (TSO) C151**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of availability of proposed Advisory Circular 25.XX and request for comments.

**SUMMARY:** This notice announces the availability of and requests comment on a proposed advisory circular (AC) that provides guidance on one method for obtaining airworthiness approval for the installation of a Terrain Awareness and Warning System (TAWS) approved under Technical Standard Order (TSO) C151. The guidance provided in the proposed AC is specific to installations of these systems on transport category airplanes. This notice is necessary to give all interested persons an opportunity to present their views on the proposed AC.

**DATES:** Comments must be received on or before December 29, 1999.

**ADDRESSES:** Send all comments on the proposed AC to: Federal Aviation Administration, Attn: J. Kirk Baker, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712. Comments may be inspected at the above address between 7:30 a.m. and 4:00 p.m. weekdays, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Jill DeMarco, Program Management Branch, ANM-114, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone (425) 227-1313.

## SUPPLEMENTARY INFORMATION:

### Comments Invited

Interested persons are invited to comment on the proposed AC by submitting such written data, views, or arguments as they may desire. Commenters must identify the AC by title and submit comments in duplicate to the address specified above. All communications received on or before the closing date for comments will be considered by the Transport Airplane Directorate before issuing the final AC.

### Availability of Proposed AC

The proposed AC can also be found and downloaded from the Internet at <http://www.faa.gov/avr/air/airhome.htm>, at the link titled "Draft Advisory Circulars." A paper copy of the proposed AC may be obtained by contacting the person named above under the caption **FOR FURTHER INFORMATION CONTACT**.

### Discussion

The FAA is proposing to issue an AC that describes an acceptable means, but not the only means, of obtaining airworthiness installation approval of a Terrain Awareness and Warning System (TAWS) that has been approved under Technical Standard Order (TSO) C151, "Terrain Awareness and Warning System." A TAWS is a system that provides the flightcrew with sufficient information and alerting to detect a potentially hazardous terrain situation and take effective action. The guidance provided in the proposed AC is specific to installations of these systems on transport category airplanes.

The FAA's TSO process is a means of obtaining FAA design and performance approval for an appliance, system, or product. However, the TSO does not provide installation approval or procedures for design or implementation of an installation. With heightened interest by manufacturers and operators to equip transport category airplanes with TAWS systems that are compliant with TSO-C151, the FAA has recognized the need to establish guidance material for the design and test requirements for the installation of such systems.

This proposed AC has been developed as the means for providing such guidance for designing an acceptable installation for a TAWS that is compliant with TSO-C151. It describes the airworthiness considerations for such installations as they apply to the unique features of the TAWS and the interface of the TAWS with other systems on the airplane.

Issued in Renton, Washington, on September 23, 1999.

**Vi L. Lipski,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 99-25454 Filed 9-29-99; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Manchester Airport, Manchester, New Hampshire; Noise Exposure Map Notice**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by Manchester Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150 are in compliance with applicable requirements.

**EFFECTIVE DATE:** The effective date of the FAA's determination on the noise exposure maps is September 17, 1999.

**FOR FURTHER INFORMATION CONTACT:** John Silva, FAA New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Manchester Airport are in compliance with applicable requirements of Part 150, effective September 17, 1999.

Under section 103 of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict noncompatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has